

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 04/10/1998**

MIA97FA057 File No. 331	01/02/1997	EDENTON, NC	Aircraft Reg No. N802TH	Time (Local): 18:35 EST		
Make/Model:	Cessna / 208B			Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PT6A-114A		Crew	2	0	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Type of Flight Operation:	Positioning					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: MANTEO , NC				Condition of Light: Night/Dark		
Destination: Same as Accident/Incident Location				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Instrument Conditions		
				Lowest Ceiling: 100 Ft. AGL, Obscured		
				Visibility: .50 SM		
				Wind Dir/Speed: 220 / 005 Kts		
				Temperature (°C): 8		
				Obstr to Vision: Fog		
				Precipitation: None		
Pilot-in-Command	Age: 35	Flight Time (Hours)				
Certificate(s)/Rating(s)				Total All Aircraft: 2980		
Commercial; Multi-engine Land; Single-engine Land				Last 90 Days: 135		
Instrument Ratings				Total Make/Model: 850		
Airplane				Total Instrument Time: 1050		

During his weather briefing, the pilot was told that his destination weather was not available, and was provided weather for an airport about 10 miles north. He was briefed that low visibility due to fog prevailed. The flight departed earlier than usual because the company business manager was concerned that the weather at the destination airport was deteriorating, and if the airplane was not there earlier they might not get into the airport. At the time of the accident there was a power failure, and lights around the destination airport went out. The airplane had struck power lines and a support tower located on the approach end of runway 1 and runway 5, about 1/2 mile southwest of the airport. The airport had one NDB approach which was not authorized at night. The nearest recorded weather, about 10 miles north of the crash site, at the time of the accident was; '...ceiling 100, [visibility] 1/2 mile, fog, [temperature] 46 degrees F, dew point, 42 degrees F, winds 220 degrees at 5 [knots], altimeter 29.90 inches Hg. Witnesses reported that there was heavy fog at the airport and the visibility was below 1/4 mile.

Brief of Accident (Continued)

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Occurrence #1:        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - LOW CEILING
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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Occurrence #2:        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH

Findings

5. OBJECT - WIRE,TRANSMISSION
6. OBJECT - ELECTRICAL TOWER

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
the pilot's continued VFR flight into instrument meteorological conditions. Factors in this accident were: fog, the low ceiling, and the dark night.